ol. XXXIV. No. 4532.

號十月正年八十七百八千一英

HONGKONG, THURSDAY, JANUARY 10, 1878.

For Sale

Packed specially for LANE, CRAWFORD & Co.

日八初月二十年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. Augar, 8, Clement's Lune, Lombard Street. GRORGE STRUET, 30, Cornhill. GORDON & GOTOH, Ludgate Circus, E. C. BATES, HENDY & Co. 4, Old Joury, E.C. SAMURL DRACON & Co., 150 & 154, Leadenhall Street. PARIS AND EUROPE:--LEON DE ROSNY,

19, Rue Monsieur, Paris. NEW YORK:-ANDREW WIND, 183, Notsau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND :-GORDON & GOTON, Mel-

bourne and Mydney. SAN FRANCISCO and American Ports | become a Partner therein. generally :- BEAT & BLACK, San Fran-SINGAPORE AND STRAITS:-SAYLE &

Co., Square, Singapore. C. Heinszen & Co., Manila. CHINA:- Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLLS & Co. For no, Huden & Co. Shanghai. LAME, CRAWFORD & Co., and KEILY & WALSH, Yokohama, LANE, CRAW-FORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND,...... 650,000 Dollars.

COURT OF DIRECTORS. Chairman-H. Hoppius, Esq. Deputy Chairman-F. D. Sassoon, Esq. E. R. BELILIOS, Esq. | WILHELM REINERS, W. H. FORSES, Esq. Hon. W. KESWICK. | ED. TOBIN, Esq. A. Molver, Esq.

CHIEF MANAGER. Hongkong,.....Thor is Jackson, Esq. MANAGER.

Bhanghai, Ewen Cameron, Esq. LONDON BANKERS .- London and County

HONGKONG. INTEREST ALLOWED. N. Current Deposit Account at the rate of 1 percent. per annum on the daily

balance. For Fixed Deposits:— For 3 months, 2 per cent. per annum. 4 per cent. ,,

LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON,

Chief Manager. Offices of the Corporation, No. 1, Queen's Road East. Hongkong, August 16, 1877.

To Let.

N OFFICE TO LET. Apply to LANDSTEIN & Co.

Hongkong, September 15, 1877. TO LET.

TOS. 4, and 5, Pechili Terrace, Elgin Apply to

LANE, CRAWFORD & Co. Hongkong, July 30, 1877.

TO LET. TOUSE No. 9, Queen's Road Central, Chorus, "March of the Men with Godowns attached. House Nos. 2 and 8, Peddar's Hill. DAVID SASSOON, SONS & Co.

"Blance Villa," Pok-foo-lum, Furnished. Hongkong, January 4, 1878. TO LET.

THE Dwelling House and Offices No. 1, N'Aguilar Street, lately in the occupation of Mesers Douglas Laprair & Co. Three Offices, in Club Chambers. The Dwelling House No. 1, Alexandra Terrace.

Apply to DOUGLAS LAPRAIK & Co. Hongkong, January 9, 1878.

Notices of Firms.

NOTICE. HAVE This Day established myself at this Port as a MERCHANT and COM- to be followed by a farce by CH. SELBY, Esq., MISSION AGENT, under the Style or Firm of GEO. R. STEVENS & Co., who will henceforward conduct the Agency of the Australasian Steam Navigation

COMPANY. G. R. STEVENS. Hongkong, December 29, 1877.

NOTICE, T HAVE This Day Established myself at this Port as a GENERAL COM-MISSION AGENT.

J. Y. VERNON SHAW. Hongkong, November 1, 1877.

NOTICE.

HAVE This Day Established myself at this Port, under the Style or Firm, WEST POINT IRON WORKS. MENGINEERS AND BOILERMAKERS.

WILLIAM DU. BY & Co., Late Manager of the Novelty IRON WORKS. Hongloug. WM. DUNPHY.

Hongkong, December 19, 1877.

Notices of Firms.

NOTICE. TR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st Januery, 1878. GEO. R. STEVENS & Co. Hongkong, January 5, 1878.

NOTICE. [1] HE Business hitherto conducted in my name will from This Date be Carried under the Style of GROSSMANN & Co., Mr G. A. GROSSMANN having Curc in and Ader's CLARETS, C. F. GROSSMANN.

Hongkong, January 1, 1878. NOTICE. TR. BERNHARD SCHMACKER authorized to Sign our Firm by procuration.

CARLOWITZ & Co. Canton, Hongkong, Shanghai, January 1, 1878.

NOTICE.

TR. H. F. MEYERINK has been admitted a Partner in our Firm from This Date. MEYER & Co.

Hor kong, January 1, 1878.

NOTICE. THE Interest and Responsibility of Mr. JOSEPH PERROTT BARNES in our Firm in China CEASES from This Date. HOLLIDAY, WISE & Co. Hongkong, December 31, 1877.

NOTICE. TR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co. Hongkong, September 22, 1877.

Entertainments.

IN AID OF THE FAMINE IN NORTH CHINA.

HONGKONG CHORAL SOCIETY.

THE FIRST CONCERT of the Season will take place

EVENING the 10th Instant.

and the Proceeds will be devoted to the Relief of the Sufferers by FAMINE in the NORTH of CHINA.

PROGRAMME:

Overture, Pianoforte, arranged for 8 hands, "Don Giovanni," Mozart. Part Song, "The Red, Red, Duet, for two Tenors, "Lorbser Solo, Pianoforte, "Fentaisie Impromptu," in C Sharp

By a Gentleman Amateur, Solo and Chorus, "Inflammatus, from Stabat Mater," .. Rossini,

PART IL Part Song, "Rise, Sleep no Solo,.... Solo, Pianoforte, "Andante and

Rondo Capriceleso," in E (Op. 14,)......Mendelssohn. By a Gentleman Amateur. Solo and Chorus, "Blow Gentle Gales,"..... Bishop, of Harleob."....

To Commence at 9 o'Clock. A Plan of the Hall can be seen at Mesers LANE, CRAWFORD & Co.'s, where Tickets (Price \$2 each) can be taken and Seats

Hongkong, January 10, 1878.

AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above OLUB will give a Performance at the THEATRE ROYAL, CITY HALL,

SATURDAY, January 12th, 1878,

When will be presented a Comedy ENTITLED

'NINE POINTS OF THE LAW."

ENTITLED "Boots at the Swan."

Tickets may be had at Messrs Lane, CRAWFORD & Co. on and after Wednesday, January 2nd. Doors Open at 8.30, Performance to Com-

mence at 9 o'Clock. CHAS. C. COHEN.

Hon. Secretary. Horgkong, December 31, 1877. jal3

NOW READY. OHINESE DIOTIONARY IN THE CANTONESE DIALECT. Part I., A to K, with Introduction. Royal Svo. pp. 202. -- By ERNEST JOHN EITEL, Ph.D.

Price: Two Dollars and a Balt. To be had from Messre Lane, Crawford & Co., Hongkong and Shanghai; and Messrs Kelly & Walsh, Shanghai. Hongkops, February 8, 1877.

TAXTRA FINEST ISIGNY BUTTER, '1 1 lb. and 2 lb. Tins,

Choice French JAMS,

LANE, CRAWFORD & Co., Special Agents. VAN HOBORREN'S AVH GIN, LANE, CRAWFORD & Co., Special Agents. STOUT, Bottled by FOSTER,

BASS'S ALE and GUINNESS'S Tubona's Danish BEER,

LANE, CRAWFORD & Co., Special Agents. LANE, CRAWFORD & Co., Special Agents:

LANE, CRAWFORD & Co., Special Agents. Bullock Lade's Scotch WHISKY, specially blended, For LANE, CRAWFORD & Co.

Very Fine OLD RYE WHISKY, Bottled by LANE, CRAWFORD & Co. SACCONE'S Perfectly Pure SHERRIE Bottled by LANE, CP AWFORD & Co.

Choicest Pure PORT, direct from Oporto, Bottled by LANE, CRAWFORD & Co. CUMSHAW MIXTURE, the finest Mixture of new Foochow Teas, Prepared specially for LANE, CRAWFORD & Co. CHUBB'S SAFES, LOCKS, and BOXES,

LANE, CRAWFORD & Co., Special Agents. LETTS'S DIARIES for 1878, LANE, CRAWFORD & Co., Agents. SILBER LAMPS,

LANE, CRAWFORD & Co., Agents. BARTER'S CANVAS, LANE, CRAWFORD & Co., Agents.

Hongkong, December 28, 1877.

HAVE FOR SALE

A LARGE ASSORTMENT OF AMERICAN COOKING & PARLOUR STOVES.

DENDERS and FIRE IRONS. Superior California LAMBSWOOL BLANKETS. FAIRBANK'S SCALES, from 400 to 2,500 lb, BRUSSELS and TAPESTRY CAR-PETS, various patterns. VELVET and TAPESTRY SOFA CARPETS and RUGS.

DOOR MATS. HORSE BLANKETS. Central and Pin-fire CARTRIDGE CASES.

Gun-WADS, PERCUSSION CAPS. STATIONERY, of every description BOOKS.

WORKS OF REFERENCE. NOVELS. SCHOOL BOOKS.

SHEET MUSIC and SONGS. French APPLES, and LEMONS. SALMON BELLIES, in I'ts. MACKEREL, TONGUES & SOUNDS.

Family PIG PORK, and Prine Mess BEEF, 'a Kegs 25 lb. each. CAVIARE, SARDELLES, and Spiced ANCHOVIES. Prime American BACON and HAMS.

Cutting's JAMS and JELLIES Assorted. GRAHAM FLOUR, CORN MEAL, RYE MEAL, &c., &c. Carned Dessert FRUITS,

Compressed CORNED BEEF, and $\mathtt{BEEF}^{ op}$ TONGUES. PICKLED SALMON, in Quantities to suit Purchasers.

CROSSE & BLACKWELL'S OILMANS' STORES, of every kind; Fresh Supplies received by every Steamer. CLARET in Cask, (BANDOL), Superior

BARCLAY PERKIN'S PORTER, in Hogsheads and Kilderkins. Guinness's STOUT, Bottled by E. & J. BURKE, in Pints and Quarts. Bass' PALE ALE, Bottled by CAMERON and Saunders, in Pints and Quaics.

Hongkong, January 3, 1878.

COAL.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to BATTLES & Co. Hongkong, December 3, 1877.

WIGHT HIME ARMAISES RELIABLE,

ECONOMICAL, SAFE

DESIRING to benefit by the worldwide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MARKEN AND PURCHASERS ofthese i nitations. Buyers should be careful to see that the words "DEVOE'S BRIL-LIANT" are stencilled on the cases, and the DR. STOUT expects to Leave the Colony.

PERMANENTLY about the 20th words "DEVOE MYG CO. PATENTS are stamped on the top of the can.

THE DEVOE MANUFACTURING Co., 80 Beaver and 127 Pearl Streets. NEW YORK, U.S. A.

intimations. HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IF HE Twenty-third Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be Held at the Office of the Company, No. 50 A, Queen's Road, on FRIDAY, the 25th January instant, at 3 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing a Director and Auditors.

By Order of the Board of Directors, P. A. DA COSTA,

Secretary. Hongkong, January 2, 1878.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th day of January instant, both days inclusive.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, January 2, 1878. HONGKONG HOTEL COMP! NY.

LIMITED. THE Ordinary Half-yearly MEETING of SHAREHOLDERS will be held at the Hotel on FRIDAY, the 25th January instant, at 4 o'clock in the Afternoon, for the purpose of receiving a Report of the

Directors together with a Statement of Accounts. By Order of the Board of Directors. LOUIS HAUSCHILD.

Secretary. Hongkong, January 4, 1878. HONGKONG HOTEL COMPANY,

LIMITED. THE Transfer BOOKS of the Company

will be OLOSED from the 12th to the 25th day of J. mary Instant, both days clusive. By Order of the Board of Directors,

LOUIS HAUSCHILD. Sewetary.

Hongkong, January 4, 1878. THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of L the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to he sent in on or before the 31st March 1878, to the Secretary of the Hongkong HOTEL COMPANY, LIMITED, who will supply any information required. By Order of the Directors,

LOUIS HAUSCHILD. Scoretary. Hongkong, September 18, 1877.

NOTICE. of January, 1878. Hongkong, December 22, 1877.

DENTAL NOTICE. TR. ROGERS begs to say that he has RETURNED, and is now ready to receive Patients. Hongkong, November 29, 1877.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS,

Intimations.

JEWELLERS. NAUTICAL INSTRUMENTS. CHARTS AND BOOKS.

46, Queen's Road Central. Hongkong, August 20, 1877.

AH YON, SHIPS' COMPRADORE AND STEVEDORE, No. 57. Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

THE BANKRUPTCY ACT, 1869. In H. M. PROVINCIAL COURT AT AMOY.

In the matter of proceedings for Liquidation by arrangement or composition with Creditors instituted by JOHN DODD and CRAWFORD DAVISON KERR, trading under the Style of DODD & Co., at Amov and Tamsur.

NTOTICE is hereby given that the Second MEETING of CREDITORS of the above-named Persons has been summoned to be held at Messrs Donn & Co.'s Offices. Amoy, on the 12th day of January, 1878, at 2 c'clock in the Afternoon precisely.

Dated this 5th day of December, 1877. JOHN DODD, CRAWFORD D. KERR by his Attorney, J. Dodd.

Shipping.

Steamers.

PERU & CHINA MAIL STEAM-SHIP COMPANY.

FOR HONOLULU & CALLAO. STEAMSRIP "PERUSIA," Captain J. McKirdy,

TITILL be despatched for CALLAO viâ HONO-LULU, on FRIDAY, the 11th Instant, at Noon.

For Freight or Facsage, apply to OLYPHANT & Co., Gen ral Agents.

Hongkong, January 7, 1878. NOTICE,

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship Comdt. La Margelle, will be despatched for YOKOHAMA on FRIDAY, the 11th Instant, at Noon.

H. DU POUEY. Hongkong, January 9, 1878.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship Comdt. BRUNET, WILL despatched for SHANGHAI on SATURDAY, the 12th Instant, at 6 a.m.

H, DU POUEY, Hongkong, January 9, 1878. FOR MANILA.

The Steamship "HAUTAN." Oapt. Erquiaga, will be despatched for the above Port on SATURDAY, the 12th Inst., at Noon, For Freight or Passage, apply to

J. Y. V. SHAW,

Total of the state of the Appendix Hongkong, January 8, 1878. FOR SINGAPORE, PENANG AND CALCUTTA

The Steamship P. L. RHODE, Commander, will be despatched as above on TUESDAY, the 15th Instant, at o'clock p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, January 8, 1878. FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship "HINDOSTAN," Captain T. S. GARDREB, will leave this for the abo re Ports on TUESDAY, the 15th Instant, at 8 p.m. For Freight or Passage, apply to DAVID BASSOON, SONS & Co.,

Hongkong, January 8, 1878,

Shipping.

Steamers. FOR SWATOW, AMOY & FOOCHOW. Captain G. D. Pirman, will be despatched for the above

Ports on SUNDAY, the 13th Instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, January 8, 1878. ja18,

Sailing Vessels.

FOR BANGKOK. The Siamese Bark

"THOON KRAMOM," VORRATH, Master, will be despatched for the above Port on SATURDAY, the 12th Instant, at 4 p.m. For Freight or Passage, apply to

SIEMSSEN & Co.

ROZARIO & Co.

Agenia. Hongkong, January 7, 1878.

FOR HAMBURG (DIRECT.) The A 1 German Bark WENDT, Master, will load here

Pand meet with quick despatch

above. For Freight, apply to SIEMSSEN & Co.

Hongkong, December 28, 1877. FOR DUNEDIN (N. Z.) The A 1 German Barque

Capt. Burmeister, will load here for the above Port, and h ve a quick despatch.

Hongkong, November 14, 1877. FOR HAMBURG,

For Freight or Passage, apply to

The A 1 Olipper Barque "GOLDEN RUSSETT,"
RICHARDSON, Master, will have quick despatch as above.

For Freight, apply to

For Freight, apply to

WM. PUSTAU & Co. Hongkong, November 23, 1877.

FOR LONDON. The 100 A I British Ship "BROOMHALL" H. BATE, Master, will load here and have quick despatch.

MEYER & Co. Hongkong, January 7, 1878.

FOR NAGASAKI. The A 1 American Barkentine "ANNIE S. HALL," NELSON, Master, will load for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, January 5, 1878.

FOR NEW YORK. The A 1 American Barkentine "MARION," R. Howes, Master, will load ore for the above Port, and

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, January 3, 1878. FOR NEW YORK.

will have immediate despatch.

The A 1 American Bark "B. F. WATSON." HAWEINE, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, January 8, 1878. FOR SAN FRANCISCO. The 4 1 British Olipper Ship SHREWSBURY, Master, will load here for the above Port, and will have quick despatch;

For Freight, apply to VOCEL HACKDORN & Oc. dongsong, December 26, 1877. FOR HAMBURG AND LONDON.

The A 1 British Ship "ONBIDA," S. CLYMA, Master, having 3/4ths of her Cargo engaged. will load here as above, and will be despatched on or about the 81st December. For Freight, apply to

Hongkong, November 27, 1877. FOR HONOLULU. The A 1 American Ship The A 1 American Ship
"CHARTER OAK,"
STAPLES, Master, will lead
here for the above Port, and
will have quick despatch.

VOGEL, HAGEDORN & Co.

For Freight or Passage, apply to VOGEL, HAGEDORN & CO.

Hongkong, November 3, 1877,

Intimations.

W. BALL, CHINA DISPENSARY.

TMEORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOLLET BEQUISITES, PATENT MEDI-CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 13, 1876.

NOTICE.

A MILLAR & Co., PLUMBERS, AND GAS FITTERS, Queen's Road East,

HONGKONG. September 15, 1877.

> AFONG. PHOTOGRAPHER, by appointment, to

H. E. BIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG; and to

H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC OLUB, LIASion hand the Largest and Best Coollection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. Tigre, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames; nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassador, in Cabinet and Carte de Visite aizess Coloured Portraits of English Ladies. Hongkong, August 24, 1877.

WASHING BOOKS. (In English and Chinese. TABHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office-Price, \$1 each. CHINA MAIL Office.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

> s. s. SINDH. NOTIOE.

CONSIGNEES of Cargo per S. S. Indus, from London, in connection with the above Steamer, are hereby in formed that their Goods are being landed and stored at their risk at the Company's & Co. Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on. unless intimation is received from the Consigness, before To-Morrow, the 10th Inst., at Noon, requesting it to be landed here. Bills of Lading will be countersigned by

the Undersigned. Goods remaining unclaimed after WED. NEEDAY, the 16th January, 1878, at Noon. will be subject to rent and landing charges. No Fire Insurance has been effected. H. DU POUEY,

Agent. Hongkong, January 9, 1878.

NONSIGNEES of Cargo per Norwegian Bark VEGA, Nondivedt, Master, from BAMBURG, are requested to take immediate delivery of their Goods from alongside the Vessel.

Cargo impeding the discharge will be landed and stored at Consignees' risk and Bills of Lading will be countersigned by

WM, PUSTAU & Co., Agents,

Hongkong, January 8, 1878.

BRITISH BARK FALCON, FROM LONDON.

MONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Con-

signess' risk and expense. ARNHOLD, KARBERG & Co..

Agents. Hongkong, December 24, 1877.

To-day's Advertisements.

FOR AMOY, TAMSUI & TAIWANFOO.
The Steamship "HAILOONG."

be despatched for the above Ports on MONDAY, the 14th Instant, at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, January 10, 1878.

FOR SINGAPORE AND PENANG. The Steamship Captain STAPLES, will be deapatched as above on SATUR. DAY, the 12th Instant, at 2 o'clock p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, January 10, 1878. FOR YOKOHAMA & HIOGO. The Steamship "GALLEY OF LORNE" expected from SINGAPORE. Will have immediate despatch

apové. For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkon, January 10, 1878.

To-day's Advertisements.

FOR SHANGHAL The German Steamship Böhme, Master, will be de-"GALATEA. spatched as above on SATUR-

DAY Next, the 12th Instant, at 5 p.m. For Freight or Passage, apply to WM. PUSTAU & Co.,

Hongkong, January 10, 1878.

GERMAN STEAMER GALATEA. Böhme, Master, FROM HAMBURG, PENANG AND SINGAPORE.

MONSIGNEES of Cargo by the above Steamer are hereby informed, that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be ob-

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so. Goods remaining in store efter the 17th

Instant will be subject to rent. No Fire Insurance has been effected. Optional Cargo will be forwarded unless written notice to the contrary is given until To-morrow, the 11th Inst., at 11 a.m. Bills of Lading will be countersigned by WM. PUSTAU & Co.,

Agents. Hougkong, January 10, 1878.

Not Responsible for Debts.

A Teither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

FORMOSA, German 8-m. schooner, Capt. Schweer. -- Melchers & Co. ANNIE S. HALL, American barque, Capt.

Chas. H. Nelson.—Captain. BIRKER, British ship, Captain W. Rey nolds. - Order.

GLENFRUIN, British barque, Capt. Lang. VESTA, German barque, Capt. R. Dirks, _Melchers & Co.

R. O. Rickmens, German ship, Captain R. O. Stolt. Wm. Pustau & Co. PHARTON, British barque, Captain H. D.

W. Schul.-Wieler & Co. EMMA, German barque, Captain H. J. Gran. - Wm. Puntau & Co.

ADELINA & MARIANNE, German barque, Captain C. N. Dahl.-Win. Pustau & Co. WARBIOR, British barque, Capt. William Baumann.-Wieler & Co.

SEIPPING.

ARRIVAL Jan. 10. Chop chang, Obluese gunboat, from Canton.

Jan. 10. Chen-jui, Chinese gunboat, from Jan. 10, Galatea, German steamer, 1287, R. Bohme, Hamburg Nov. 18, Port Said Dec. 5, Suez 8, Penang 30, and Singapore Jan. 3, General.—WM. Pustau & Co. Jan. 10, Emuy, Spanish steamer, 202, F. Bianco, Amoy Jan. 9, General.—Remedios

DEPARTURES. H.M.S. Egeria, for a cruise. Villa de Rivadavia, for Manila.

10. Norna, for Swatow. 10. Francisco Starace, for Manila. 10. Dale, for Hollow and Halphong. 10. Zamboanga, for Swatow & Amoy. 10, Nautilus, Ger. g.b., for Swatow. 10. Morro Custle, for New York.

10. Bua Pan, for Bangkok. 10. Iraquaddy, for Marseilles, &c. 10, Chen-jui, Ohl. g.b., for a cruise.

Carmelita & Ida, for Batavia. PASSENGERS.

Bianca Pertico, for Touron.

CLEARED.

Arrived. Per Galatea, from Hamburg, &c., Messre P. Oesau, H. Schluter, T. Puhl, and M. boxes Tea, and 292 pkgs. Sundries. Woods. Per Emuy, from Amoy, 165 Chinese.

DEPARTED. Per Iraquaddy, for Saigon, Mr and Mr. Mitchell, child, I amah and servant, Count

de Kergaradec, Wm. Dougal, 5 Sisters, and 3 Chinese; for Singapore, Messrs Bertho, del Aguila, and 1 Ohinese; for Marseilles, Mr Keswick, 2 children, and 1 maid servant, Messrs Mongan, Blanco and servant, H. Stevens, Mitchel, Middleton, and Chinese.—From Shanghai : for Suez, Mesars Wat and Robber; for Marsellles, Messre Van der Pot, Blain, Pedro Lantino, O Beard and Simm, and 11 Seamen .- From Yokohama: for Marselles, Messrs F Scheidt, A. Greeven, Oshima, Dagron, White, and F. Vannes.

Per Norma, for Swatow, 800 Chinese. Per Dale, for Holhow, 30 Chinese. Per Bua Pan, for Bangkok, 18 Chinese. To DEPART.

Per Carmelita de Ida, for Batavia, 20 Chinese.

SHIPPING REPORTS. The German steamer Galatea reports ! Left Hamburg Nov. 18th. Had heavy gales in the Bay of Bissay from S.W. to N.W. Arrived Port Said Dec. 5th. Left Suez Dec. 8th, light head winds through the Red Sea, and fresh Easterly winds in the Indian Ocean, rising to a gale after Captain J. C. Armorr, will having passed Minicay Island. Arrived Penang on 29th Dec., and left on the 80th. Arrived at Singapore on the Ist January. and left on the 8rd. Fine weather in the China Sea, wind from N.E. to North, strong breeze with rain and fog from Lat. 18 to Hongkong.

> POST OFFICE NOTIFICATIONS. MAILS will close:-

> For HONOLULU AND CALLAO. Per Perusia, at 11.80 a.m., on Friday, the 11th inst. Postage to either Port 12 cents per 1 oz. No Registration.

For YOKOHAMA.-Per Tannis, at 11.30 a.m., on Friday the 11th inst. For SHANGHAL

Per Sindh, at 5 p.m., on Friday, the 11th inst. Late letters received from 5.10 to 5.80 with 18 cents late fee.

For MANILA .-Per Mastan, at 11.80 a.m., on Saturday.

POST OFFICE NOTIFICATIONS. MAILS will close:-

For STRAITS SETTLEMENTS .-Per Nelson, at 1.30 p.m., on Saturday, the 12th inst. For SAIGON .-

Per Tintern Abbey, at 5 p.m., on Saturday, the 12th inst. For SWATOW, AMOY & FOOCHOW .-

Per Douglas, at 5 p.m., on Saturday, the 12th inst. FOR AMOY, TAMBUI & TAIWAN .--Per Hailoong, at 11.80 a.m., on Monday,

the 14th Inst. For STRAITS SETTLEMENTS AND CALCUTTA.---Per Venice and Hindostan, at 2.30 p.m., on Tuesday, the 15th inst.

MAILS BY THE ENGLISH PACKET .-The English Contract Packet GEELONG

will be despatched with the Mails for Europe, &c., on THURSDAY, the 17th Instant. The following will be the hours of closing the Malls, &c. :--

Wednesday, 16th Instant .-5 P.M., Money Order Office closes. 6 P.M., Post Office closes except the Night Box, which remains open all night.

Thursday, 17th Instant. 7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence. 10 A.M., Post Office closes except for Late Letters. Registry of Letters beases.

(10.15 A.M., Letters may be posted with LATE FEE of 18 cents extra 11 A.M., when the Post Office CLOBER

A.M., Letters (but Letters only) addressed to the United Kingdom Via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage,

11.50 A.M., when the Mail is finally Hongkong, January 7, 1878

MAILS BY THE FRENCH PACKET .-

French Contract Packet TIGRE will be despatched from Hongkong on THURSDAY, the 24th Inst. with Mails to and through the United Kingdom and Europe, via Marscilles; to Salgon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez and Alexandria. This is the best opportunity for forwarding Corre-St. Helens, and Ascension.

may also be forwarded to INDIA by this Packet but can be paid only as far as Ceylon. The postage to Coylon must be prepaid. Such letters should be marked Paid to Galle only; they will go on from Galle as

following will be the hours of closing the Mails, do. :--Wednesday, 28rd Inst .-

5 P.M., Money Order Office closes. Post Office closes except the Night Box, which remains open all night. Thursday, 24th Inst. A.M., Post Office opens for sale

Stamps, Registry of Letters, and Posting of all correspondence. 10 A.M., Registry of Letters ceases. 11 A.M., Post Office closes except for Late 11.10 A.M., Letters (but Letters only) attention to the scheme by means of

except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, 11.80 A.M., when the Post Office CLOSES

entirely. Hongkong, January 10, 1878.

CARGO.

Per S. S. Iraouaddy, sailed 10th Jan., 1878 :- For Continent, 2,197 bales Silk, 96 bales Waste Silk, 20 bales Cocoons, 51 cases Silks, 51 chests, 590 half-chests and 2,100 boxes Tea, and 1,595 pkgs. Sundries. London, 388 bales Silk, 48 bales Waste Silk, 9 cases Silks, 561 half-chests and 470

General Memoranda.

SATURDAY, January 12:-6 a.m.—Sindh leaves for Shanghal. Noon.-Mactan leaves for Manila.

2 p.m,-Nelson leaves for Singapore, &c. 4 p.m. - Thoon Kramom leaves for Bangkok. 5 p.m.—Galatea leaves for Shanghal. 9 p.m.—Dramatic Performance at the

City Hall Transfer Books of H., O. & M. Steam. boat Co. closed from this date till 25th Instant, inclusive. Transfer Books of Hongkong Hotel Co. Limited, closed from this date to 25th

Instant, inclusive. SUNDAY, January 18:-

Daylight.—Douglasleaves for Coast Ports. Monday, January 14:---Noon -- Hailoong leaves for Formosa.

9 p.m.-Meeting of Zetland Lodge. TUESDAY, January 15:--8 p.m .- Venice and Hindostan leaves for

Claims against the Estate of James Smith Ferries, deceased, must be proved on or before this date. WEDNESDAY, January 16:--

Goods per Sindh undellvered after Noon. subject to rent and landing charges.

THURSDAY, January 17:-Noon.—English Mail leaves for Ports of Call and Europe. Goods per Galatea undelivered after this date subject to rent.

SATURDAY, January 19:--Noon. - American Mail leaves for Yokohama and Han Francisco.

FRIDAY, January 25 :--8 p.m .- Meeting of Shareholders of the H., C. & M. Steamboat Co., Limited, at No. 50 A. Queen's Road. 4 p.m. - Meeting of Shareholders of the

H. K. Hotel Co., Limited, at Hongkong Hotel.

FRIDAY, February 1:-3 p.m.—Occidental & Oriental S. S. Co. Steamer leaves for Yokohama and San

MEMOS. FOR TO-MORROW. Miscellaneous,

Notice of optional cargo per Galatea to be given up to 11 a.m. Shipping.

Noon .- Perusia leaves for Honolulu, &co Noon.—Tanais leaves for Yokohama.

THE HONGKONG DISPENSARY Established A.D. 1841.

> 大藥房 WATSON & Co..

FAMILY & DISPENSING CHEMISTS. WHOLEBALE AND RETAIL DRUGGISTS, 1MPQRTERS

DRUGGISTS' SUNDRIES, NURSERY REQUI-SITES, TOILET REQUISITES, ENGLISH, AMBRICAN, AND FRENCH PATENT MEDICINES. MANUFACTURERS

Water, Lemonade, Tonic Water, Gingerade, Potass Water, Barsaparilla

Water, and other Aerated Waters. The Manufactory is under direct and continuous European Supervision. Hongkong, June 1, 1876.

The publication of this issue commenced at 8.00 p.m.

On the 9th Instant, at Shameen, Canton, Mrs George Mackettl Smith, of a Son.

HONGKONG, THURSDAY, JAN. 10, 1878.

In the Consular Trade Reports, Mr. March, H. B. M.'s Consul at Callao, after referring to a slight improvement in

tradal matters in Peru, says :-Efforts have been made during the past year to attract Europeans to this country, but the result has not been encouraging. It is to China that the planters look for the special kind of labourers they require, and there is every probability of their expectations being realised in the contract just made between the Peruvian Government and an English [? American] com mercial house at Hong Kong. By this contract the latter undertake to establish a line of steamers between China and Peru for the express spondence to E. Africa, the Cape, purpose of conveying Chinamen to the latter country, under the terms of the recently concluded treaty. Agents are also at work at San Francisco with the same view. In a letter circulated among the sugar planters, the agent of the Pacific Steam Navigation Company at Callac points out the facilities afforded by the company's steamers for conveyance of these people. He calculates the cost of the passage from San Francisco to Callao at \$50 in American gold, or

105 sols direct from China.

This is, we believe, the first official notice that has been taken of the contract entered into by the firm of Messrs Olyphant & Co. with the Peruvian Government, "to establish a line of steamers between China and Peru for the express purpose of conveying Chinamen army and have reoccupied Kurshumli, drivto the latter country, under the terms of the recently-concluded treaty." It may therefore not be out of place to draw which it is proposed to supply labour to Peru under new conditions and with guarantees of good faith which, so far as at present appears, are full and reliable. may be in the recollection of our readers instructions to conclude an armistice. that, when the stoppage of forced emigration shut up the source of the Peruvian labour supply, great efforts were made by the Peruvians to obtain by legal and legitimate means what had formerly been found in a way which had shocked humanity generally. The horrors of the Peruvian trade as it was will not soon be forgotten; and it is only on account of the present apparently honest action THE O. & O. S. S. Oceanic, from San Franof the Peruvian Government, confirmed | cisco Dec. 18, will sail from Yokohama for and guaranteed as it certainly is by its engagement with a well-known and respectable American house, that we think THE agents (Mesers Jardine, Matheson support should be given to this endeavour to ease the famine-press of population in | Co.) learn by wire that the S. S. Galley of China and supply the labour of the Peruvian Republic on a new basis. has been said that the taint of the Macao Coolie Trade is certain to attach to this fresh departure on the part of those interested in providing labourers for the French flag-ship, by the kindness Peru; and this cannot well be wondered | Admiral Veron, will be in attendance at the at. At the same time, apart from the Amateur Dramatic performance on Saturday solemn obligations of the Treaty and must be borne in mind that it is now a judges that this Band is one of the best matter of life or death with the Peruvian affect; and although our Amateur Dramaplanters to obtain labour; and to judge tists seldom require extra aids to draw from their present action, they know good house, this fact may serve to ensure full well that the success or failure of them a "bumper." upon its being faithfully carried out in accordance with the many stipulations, The following telegrams have been supprovisions and agreements which affect | plied to our Straits Contemporary !-tions are embodied generally in the Convention and Treaty entered into between the President of the Republic of Peru and the Emperor of China, which were signed by Captain A. Garcia y Garcia and Li Hung Chang at Tientsin on 26th June 1874, and ratified by Dr Elmore alarming and the British troops have on 7th August of the following year. The article in the Treaty bearing specially on emigration is as follows i-

Article VI.—The Republic of Perir and the Empire of China cordially recognize the inherent and inalienable right of man to change his home. Their citizens and subjects respectively may consequently go freely from the one country to the other for the purposes of curiosity, trade, labor, or as permanent residents. The High Contracts ing Parties therefore agree that the ultizens and subjects of both Countries shall only emigrate with their free and voluntary consent; and join in reprobating any other than an entirely volunthey emigration for the said purposes, and every

to their laws, their respective citizens and sub- | view, uncommonly like senseless red-tape jects who may violate the present Stipulations, and also to proceed judicially against their respective ships that may be employed in such unlawful operations, imposing the fines which for such cases are established by their laws."

The second article of the Treaty provides for the appointment by the Chinese Government of a Diplomatic Agent resident at Lima; and it is now well known that arrangements have already. been made at Peking to carry out this clause of the agreement. Article IV. provides for the appointment of Chinese Consular officers at the ports of Peru; and other clauses make full provision for the protection of Chinese subjects residing in the Peruvian Republic.

In the Convention, or Special Agreement between Peru and China. Commission to Peru on the part of China is provided for, to investigate the condition of Chinese immigrants; and the immigrants are "placed on a footing of equality as regards legal procedure with that enjoyed by the subjects of the most favored nation residing in Peru. Furthermore, the Peruvian Government agrees to see that all immigrants whose contracts stipulate for a passage home to China shall obtain such passage on the expiry of their contracts; while it also agreed that immigrants who are not entitled to such free passage on expiry of contract shall nevertheless be sent back to their native country gratuitously

by the Peruvian Government. Upon this basis, and upon the personal observation of a partner in the firm alluded to, the contract referred to by Consul March appears to have been made; and the first steamer of the Company's line (the Perusia) has been in this harbour for some time back, and is circulated to leave this port for Callao on an early day. The reputation of the commercial house in whose hands new enterprise has been placed gives, as we have already said, a certain guarantee that everything that can be done will be done to maintain the honesty and bona fides of the system to be inaugurated. What has been done, or attempted, towards this end will be noted in subsequent articlé.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL." (By Southern Route.)

THE WAR.

London, 8th, Jan. 1878. The only news to report is that despatches from newspaper correspondents announce that the Turks have abandoned the Schipka

LONDON, 9th, Jan. 1878. The news received from newspaper special correspondents yesterday that the Turks had abandoned the Schipka Pass is unfounded. After severe fighting, lasting for two days, the Turks gained a victory over the Servian

ling the Servians back across the frontier. LONDON, 9th January, 1878. Following the advice of the British Government the Porte has consented to direct armistice negociations, and both Russian and Turkish Commanders have received

LOCAL AND GENERAL

Lovers of music ought not to miss the Concert at the City Hall this evening.

this on Saturday next, at noon.

Lorns left Singapo to for this port on the It afternoon of the 8th inst. WE understand that the splendid Band evening next. It is said by competent

the honesty and perfect freeness of the London, Dec. 81, 1877.—In reply to a emigration and provide for the fullest Russian semi-official note, the British Goprotection of the emigrants after their vernment has intimated to the Russian arrival on Peruvian soil. These stipula. Government that, in the event of Constantinople being occupied, even if provisionally, by Russian troops, the national feeling would force the British Government to take measures to defend the interests of

England in the East. London, Jan. 1 .- Fresh Kaffir troubles have broken out : the situation is considered crossed the Kei. In consequence of the serious aspect of affairs the 90th Regiment (Perthshire Volunteer Light Infantry) has been ordered to proceed to the Cape.

The Channel Squadron has been ordered to be in readiness for sea at any moment.

THE Straits Times of 29th December says: -We learn that orders have been received from Home that H. M. 74th Regiment is to proceed to Hongkong and is to be replaced by the 28th Regiment at present stationed there. Of course there may be good and sufficient reasons for this moving about of the two regiments,-the same act of violence or fraud that may be employed in thing was done, it will be remembered, in Macao or the ports of China to carry away Chi the case of the 10th and 80th regiments,-

blundering. For there is not only the expense to the public purse, but there is also the great loss as well as great inconvenience which a sudden change of quarters like this must cause to Officers and soldiers alike. However, duty is the first law to the soldier, and orders must be obeyed, however stupid and objectless they may seem. The 74th Regiment has been barely ten months amongst us, and, during that short time, has contrived to become as popular as any regiment we have had amongst us. The hospitality of Col. Macleod and the Officers, the splendid Band of the regiment, and the spicy national flavour of the tartan and the Pipers have contributed not a little to relieve the monotony of social life here. nor should we omit to notice that the conduct of the men has been irreproach-

(L. & C. Express, Nov. 30th.)
His Excellency Kuo Ta-jen, the Chinese Minister, and suite, visited Oxford on the 28th inst., and were present at the Sheldonian Theatre in the afternoon, to hear the lecture by the Rev. James Legge, M.A., Professor of Chinese, the subject being "Imperial Confucianism, or the Sixteen Maxims of the K'ang-hai Sacred Edict." H.E. and suite were entertained at lunch by Vice-Chancellor Dr Sewell, in the hall of the New College, after which he visited many places of interest in this ancient seat

able and speaks high for the discipline

of the regiment. Its departure will be

viewed with regret by the whole com-

of learning. There has been no special change in the Piece Goods market beyond the fact that the short shipments of shirtings hence to which we alluded in our last may be partly accounted for by the increased exports of yarn. principally to Japan, which of late have been exceedingly heavy. The Japan market appears likely to become one of the largest in the East for this article. The imports of iron into China from Jan. 1, to Sept. 30 reach the unprecedented total of 12,000 tons. while the average annual delivery for some years, past has only been at the rate of about 8.000 tons. No wonder, therefore, there should be a disastrous condition of the iron trade. Lead is in a very little better position, in consequence of the low prices for common teas, causing a falling off for lining chests in China.

Latest Mail Advices :-- Yokohama (via San Francisco) Oct. 13, Shanghai Oct. 12. Foochow, Oct. 14, Hongkong Oct. 18. The French mail, with the advices dated as above, from China and the Straits Settlements, was delivered, via Marsellles, on the 26th inst., its due date. The heavy portion of the previous mail reached Southampton. per P. and O. Company's steamer Hydaspes, on the 24th inst. There are no later advices from Japan via San Francisco. The next inward P. and O. mail, bringing dates Yokohama 16th, Shanghai 19th, Hongkong 25th Oct., Singapore 1st Nov., left Brindin on the 29th inst. (yesterday), and will probably reach London on its due date, the 3rd proximo. The following French mail, with a week's later dates, left Suez on the 28th

inst., two days early. The Thirty-seventh Annual Report of the P. and O. Company, to be presented to the meeting to be held on Tuesday next, Dec. 4. has been issued. It is very full and explanatory at the present juncture of the Company's affairs, in placing which before the shareholders in so clear a form the directors have ably performed their duty. The report states that the Company's receipts for the years 1875 and 1876 showed a joint diminution of £140,000 as compared with 1874, but a recovery is noted to the extent of nearly £100,000 during the present year. It also alludes to the decision of the Government, as announced some time back, to terminate the present mail contract in February 1880, and to invite tenders for the postal service. An element in the acceptance of such tenders as may be made should no doubt be the tried reliability of the P. and O. Company, who have carried the mails for forty years past, with signal efficiency, and their possessing resources for the purpose unequalled by any other Company. We trust that the Postmaster-General will see

the wisdom of avoiding any experiments. On the 26th inst. the Chinese Minister in Berlin, H.E. Liu Ta-jen, had an audience with the Emperor of Germany, at the Imperial Palace in Berlin; for the purpose of delivering into the hands of the Emperor his credentials as Minister to the German Court. In addressing his Majesty the Minister extelled the friendly relations which have existed without interruption between China and Germany, and, in reply, the Emperor said that he reciprocated the friendly feelings which China had towards Germany, and at the same time his Majesty welcomed the newly-accredited Chinese Minister on his arrival at the capital. After some friendly questions of a less formal character the

audience terminated. The daily papers have at last commenced to discuss the Chefoo Convention and Sir Thomas Wade's Memorandum. The Times gives a careful resume of the first portion. and impliedly promines a second instalment the Daily News backs up the memorial which has been sent in in favour of the ratification of the Convention, and the Echo "follows on the same side" with an inflated anti-opium article. A well-penned letter. evidently from some one thoroughly conversant with the subject, appears in The Times, replying to the arguments which have been advanced in the memorial urging

the ratification. A correspondent, who writes over the signature of "Old Hong Kong," and whose letter we publish in another column, is evidently well informed upon matters in that place. He expresses his opinion that gambling is still largely carried on in the Colony, notwithstanding the measures by which it is commonly supposed Sir Richard MacDonnell succeeded in putting it down. If our correspondent's views are correct the

subject ought certainly to be inquired into.
In the appeal case of Swire and Others to Francis, which it will be recollected aross out of the defaloations of a Mr W. H. Shawa and attracted some attention in Shanghai. judgment has been delivered by the Privy Council in favour of the appellants; the Court holding that the respondents (B. Francis and Co.) were responsible for the misappropriations of Shaw, who soted as their agent, and within the scope of his authority.

Police Intelligence. (Before James Russell, Esti) Jan. 10, 1878.

Tsang Amin, cook belonging to the British barque Brisbane, was charged on ness subjects. The Contracting Parties likewise but it is difficult to imagine what they can remand with being a deserter from the Police pledge themselves to punish severely, according be, and it looks, from a business point of force, and the charge being fully proved

two months' hard labour ; he went to gaol.

George Greeves, a seaman unemployed. 25 cents amends or go to gaol for 24 days.

Cheung Ashui, a grass cutter, was sent to 21 days' hard labour for stealing a bed quilt from a fisherman at Stanley.

SUPREME COURT.

IN CRIMINAL SESSIONS. (Before His Honor Mr Justice Snowden with a Special Jury.) Jan. 10, 1878.

A BPECTAL SESSIONS. THE "YESSO" EXPLOSION CASE. Pheodore Bernard, Chief Engineer, and Thomas King, the 3rd Engineer, of the British steamer Yesso were arraigned on two counts of manslaughter in causing the death of one Tsang Asam and one Mahomed Esop, on the 22nd November last by the

The Attorney General, the Hon. G Phillippo, instructed by the Crown Solicitor, Mr Sharp, appeared for the presecution. Mr Hayllar, Q. c., instructed by Mr Brereton, appeared for the first prisoner,

Mr Francis, instructed by Mr Dennys, appeared for the second prisoner.

The following special Jury was empanelled: Mesers H. B. Gibb, Thos. Pim, W. Wilson, A. G. McG. Heaton, J. H. Remedies, W. R. Landstein, and D. Ruttunjee, On his name being called, Mr Gibb observed that he had been appointed a member of the Legislative Council in place of Mr Keswick who would be going away. He had, however, only the letter from the Government, but he thought he might be excused to serve, but that if his Lordship thought he should, he would take his seat, and he merely took the objection on principle.

His Lordship referred to the Ordinance and ruled that Mr Gibb was liable to serve The Court did not possess more than the letter of the Government as to Mr Gibb's appointment and he ought to have taken the objection when the notice was served

Mr Gibb then took his seat. Mr Hayllar said that, as the trial was likely to be a long one, he would ask that the prisoners might have the usual indulgence of a seat.

His Lordship: Certainly. The prisoners were then provided with The Attorney General said the prisoners at the bar were, as they, the Jury, were no doubt aware, the Chief and 3rd Engineers of the steamship Yesso. They were charged with the manslaughter of two persons who had been selected from among the victims by the disaster on board that vessel, namely, one who had died on board the Yesso from the injuries he had received, and the other who had died in the hospital. As they were aware, the Yesso had just arrived at the wharf from one of her usual trips when a sound was heard, followed by a great rush of steam, and it was subsequently discovered that one of the boilers had burst. A large number of persons were killed and wounded by the accident. He had no wish to harrow their feelings by giving a desoription of the accident. That was not the object of that enquiry; the sole object of that investigation being to find out whether the prisoners at the bar were to blame for the accident in such a measure as to justify their finding them guilty of manslaughter. There was a model of the boiler in Court, and they saw that it was cylindrical in shape, with flat ends, which required more support than round ones. They were supported by gusset stays inserted in the boiler, and upon examination, after the accident, it was found that these stays were in bad order, some of them having been entirely eaten away. It was also found that the safety valve was weighted far more heavily than it should have been considering the age and state of the boilers. The question was whether anybody was criminally responsible for this state of things. and, if so, whom. Now the prisoners were indicted for manslaughter-with feloniously killing and slaying the parties whose names were In the information. Manslaughter was defined to be the unlawful and felonious killing of another without any malice expressed or implied. The duties of engineers were, as they all knew, to take charge of the engines, boilers and machinery. It was their duty to see that these engines, boilers and so forth were kept in proper order. A person who takes a responsible position-say having to do with steam, which although a very good servant when hept in its place, was a very dangerous master, when it had once escaped all con- tion which under ordinary circumstances. and convicted of manulaughter, because he quently if he thought proper.

neglected their duty as to make them under Ordinance No. 2 of 1869. making his nose bleed, and was given into slop, and still persisted in permitting the custody.—Inspector Mackie said that the boilers and safety valve to remain as they heard the evidence of his witnesses. defendant was certainly under the influence | were, it would have been his duty to have of liquor, but he knew well what he was | charged them, not with manslaughter, but about. On the evening of the 8th the de- the more serious crime of murder. But in them the charge of manslaughter. He was 2 of 1869, section 5. He submitted that tendence of the working of the engines. community was more distressed at the the construction placed upon it by the mer, he took charge of the working of the results of this accident than the two pri- Attorney General. His contention was this, engine room himself. The 2nd and 3rd soners. Anybody with right feelings that they absolutely required for the conduct. Engineers were responsible to the Chief could not help feeling distressed over an of that case, for the conduct of the examina- Engineer. I would not interfere with them reason to believe that this was not so with the to judge of the relevancy of the evidence The Chief Engineer appointed them their two prisoners before them. But that was placed before them, to know the precise duties. I had no reason to believe that the not the question. The question was whe- duty that each of the prisoners was charged boilers and safety valve were in improper ther the omission or neglect of their duty with having neglected; and he submitted order at the time of the accident; I supposed liable to be convicted of manslaughter, information was not a sufficient one on the Superintendent; they were in the form was supported by Lord Denman. They duty his client was charged with neglecting. tendent last July; there has been no Marine would of course take the law upon the explosion of the starboard boiler of the

> detail to them as precisely as possible what | generally, and he thought they ought to | made his replies accordingly. I had asked actually took place on the occasion, and adopt the whole practice. If the Attorney such questions of the lat prisoner, but he they would have professional witnesses, General could furnish the particulars of the never reported anything defective to me. and men of some skill and experience in | breach of duty on which he relied, he | That was during all the time I was Marine regard to believe and machinery and believe | thought it might assist the defence of the Superintendent. The 8rd Engineer (2nd generally, who would detail to them what prisoners. The Attorney General would, prisoner) had been on board about alx they had ascertained from details of the he imagined, have no objection to supply months before the accident. He was enexaminations they had made. He would also such particulars? tender, in order that they may be placed them, but he desired, where possible, to of duty on the part of both the engineers. place the whole of the evidence before tem in order that they might come to their conclusion upon the facts. He had only to say, what their good sense would have already informed them, that it was their duty to come to the consideration of this matter entirely unbiassed in any way, either for the Crown or in favour of the prisoners. They would, he was sure, take this subject into consideration in the most impartial and judicial spirit, without fear, favour, or affection. The question was one which was of great importance, both as regards the public generally, and as regards the two individuals in the dock specially. It was a question really as to how far they extending over a long period, and the my duty as to the navigation of the steamer considered the responsibility of persons in their position extended; it was for them to fix upon any particular act. to consider whether or not that responsibility had been in any way avoided or | whether it was the duty of the chief | Before this, I heard a blowing off of steam, neglected by the prisoners, and it was a or 3rd engineer to make a minute inspec- and it was about three minutes after question between themselves and the public | tion of boilers. They knew that ordi- | I heard the steam being blown off, or about generally. He was sure that as regards | nary reasonable caution was required, | 5 or 6 minutes after I gave the signal of | both they would take the matter into their | but a duty extending over a great period of | dispensing with the engines. I then heard | of the accident. serious consideration, seeking only to do | time was also a duty extending over a great | a low thud of a report, and a cry of alarm their duty in the case. They must of number of acts, and there might be during from those on shore. There was a general course dismiss from their minds all pre- that time omissions which did not strictly rush of people on deck towards the shore. his, and a seaman on board. He was one udge solely upon the evidence adduced skill which was required from this class of on deck, all more or less scalded. before them. No one could help feeling men, therefore it would be necessary for 2nd engineer was one of the first who sorry to see those gentlemen in the posi- | them, certainly before the case was con- came up. I did as much as I could to re-

occurred. ship's attention to the form of information. | wanted as full particulars as possible | inches thick. The cargo was also damag-Before the Attorney General opened the case, the information was no doubt good on the face of it, but now they had his learned friend's statement before them it appeared that the offence charged arose out of an omission of some duty, and he submitted to His Lordship that in an information for manslaughter upon such grounds the particular duty which the 2nd prisoner, whom ought to be set out. Without this being

set out the information was insufficient. His Lordship said that such an objection ought to have been taken before the Jury judgment.

Mr Francis said he submitted, not, for now for the first time they were informed of the nature of the charge to be made. Before the statement of the Attorney General the information was good upon the face of it, but now the special nature of the charge had been placed before the Jury, he submitted that the information was insufficient in point of law.

His Lordship sald the rule was that these objections were to be taken before the Jury were sworn-all applications to quash the indictment, or proceedings of that kind.

Mr Francis said that his was an objec-

apon the syldance which would be ad- tisulars were avoided to get rid of technical engines in proper working order. If any curacies of the gauges have been allowed accessible to personal examinations. If dissel before them, whether they coust difficulties, and he considered he had sur repairs are necessary, he will report them for. The machine, has been been the an examination had been made, the

was charged with being drunk and assaulting | the consequences that were likely to ensue. General should furnish them with particu- glas, Lapraik & Co No report has been be in fair condition.

such particulars to be furnished.

under these circumstances amounted to to His Lordship that the law here was not they were in good order. The Chief Enmanalaughter. Lord Campbell said in one on the same footing as that in England. gineer put in a report to Mesars Douglas, case: "I am firmly of opinion that a man This would be a perfectly good information | Lapraik & Co. at the end of every voyage. may, by neglect of duty, render himself in England, but here be submitted that the The reports were given to me as Marine or even of murder," and this opinion ground that it did not allege the specific produced. I ceased to be Marine Superin-

His Lordship said that in reference to Superintendent since. There is no column subject from His Lor ship. The evidence the law he quite agreed with Mr Francis in the form to state the condition of the would be produced before them to satisfy | that he did not find any ordinance what | boilers and machinery; there is only the them as to the facts of the case. The ever which introduced the new form of in- column of "remarks." I generally asked Captain of the steamer would be called, formation, similar to the one at Home, still | whether the engines and machinery were in and other evidence would be adduced, to | they had adopted here the practice at Home | good working order, and the Chief Engineer

The Attorney General :- I think I have The 2nd Engineer had been two years on before them, the statements made by the stated them in my address to the Jury, in | board; he came out from home on a special Chief and 3rd Engineers at the Coroner's referring to the gusset stays and safety valve. | agreement. The Yesse had come from Swainquest. It was unnecessary for him to The gueset stays were out of order, and the tow on the voyage of the accident. She had refer to them then, because they might or | safety valve was unduly weighted, and | about 170 passengers and 64 of the crew. might not be placed in evidence before that could not have been without neglect | She arrived about 7.80 | m. on the 22nd

His Lordship | Neglect of what duty ?

His Lordship t And reporting ? The Attorney General: And reporting. the responsibility of the prisoners?

cient particular for you?

souers are responsible.

must be contented with them.

must not allow their feelings of sorrow, on | sion of duty laid clearly before them. At | Adams and a number of gentlemen volunthe one side, for those in the dock, or Home, for instance, the Legislature step. teering their services. I saw 11 or 12 men feelings towards those who were kill d, to | ped in and beyond a certain point | lying dead on board. The 2nd engineer influence them in any way in the matter. | took the responsibility off the shoulders | died on the night after the accident. I The question for their consideration was of engineers. It might be a point beyond then went to examine the place and found soley this whether they considered the which the ordinary skill of an engil that the starboard boiler had exploded. parties in the dock had neglected their neer could not be expected to go. There. The exploded plate had gone through a duties in such a manner as to render them | fore the qu stion might arise : does the | strong bulkhead into the forehold about responsible for the accident that had absence of that legislation throw upon 18 feet from the boilers. In the course of these men greater duties than if they had the flight the plate appeared to have Mr Francis said that before the evidence | been acting under such legislation? In struck a beam and caused it to split. The was gone into he wished to call His Lord. view of these and other circumstances they beam was made of Oregon pine about 9 I have held situations as an engineer on

> before them. duties in a proper manner.

would have particulars. he represented, was charged with omitting to move hereafter in arrest of judgment. I merely call attention to it now for the

The following evidence was then called !-

Capt. Samuel Ashton was then placed in the box, and stated as follows:—I am master of the steamer Yesso, have been so since 1866. Previous to this, I had been in command of steamers for 6 or 8 months; have been employed on board steamers since 1859. I have an ordinary knowledge

able neglect of duty which opened against | referred to by the Attorney General, No. | Engineer's duty was the general superin- | quired by law to have certificates. sure that nobody probably in the whole | the wording of that section would not bear | On the departures and arrivals of the stea- | p.m.

gaged by the lat prisoner with my sanction. November. Both prisoners were on board, acting in their several capacities. The The Attorney General; The duty of steamer, came alongside Messrs Douglas Lapraik & Co.'s Wharf, She was made fast to the wharf. Whilst she was being made fast, a number of coolies and boat-His Lordship: How could you divide men came on board as usual. The forward between deck was occupied by Chinese The Attorney General: I say both pri- passengers; the space is partly over the boilers, and partly over the fore hold. His Lordship: Will not those be suffi- There were 40 to 50 passengers there. On this occasion there were boatmen and coolles Mr Francis: If the Attorney General going there to get business. As she was gives no farther particulars, of course I fastened to the wharf. I gave the usual signal that I had finished with the engines. His Lordship: It is a case of omission I left the deck and went on the main deck, Attorney General can hardly be expected having been finished. I was speaking to some of the cabin passengers, when I heard Mr Hayllar said it might be questioned a low thud; an explosion had taken place.

tion in which they were placed, but they | cluded, to have the particulars of the omis- | lieve the sufferings of these men-Dr board ships. I was called to make a survey ed. I saw the dead bodies in the forehold. of the Yesso's boilers after the explosion.

> scalded and taken to Hospital. Oross-examined by Mr Hayllar: The

the defendant was fined \$25 or in default | dered either or both of them had so culpably | thority to follow the practice in this Colony | if they are large repairs, but will order. The 1st prisoner's character as to | defect would have been discovered by himself if they are small. The engine the attention to his duties has been very any qualified engineer or inspector. The answerable for this accident. Now, it was | Mr Hayllar said he had intended to make | department is entirely in the hands of the good. This was the first accident the stays might have been all sound—attached, not necessary for the prosecution to prove a substantive application of a somewhat Chief Engineer. In case of large repairs, Yesto ever had. With the exception of six months ago, but the corrosion would that either of the prisoners was aware of similar nature, namely, that the Attorney his duty is to report to me, and I to Dou- the gusset stays, the bollers appeared to have been there then. A proper examina-

a chair-coolie. It appears the defendant | If they were aware of the consequences | lars which they were at liberty to ask for | made to me as to the state of the bollers | By Mr Francis: The 2nd prisoner has | mering and boring if necessary. The defect engaged a chair at Queen's Road Central, that were likely to ensue, and knowing apparently at any stage of the trial under or want of repairs to them, or any part of been seven months on board. He has al- might have been discovered six months ago and when near Gap Street, he jumped out | them, neglected to have the boilers put in | the criminal law procedure—particulars of the machinery. No report of defect has ways borne a good character, and so far as, or less. Any part of the boiler that has of the chair, and the chair-coolie told him proper order or the weight on the special duty omitted. However, he been made to me. I am not aware that I have heard from the chief engineer, the become weakened by corrosion requires that if he did not want the chair, he had valve lowered to a point at which it was safe | thought that as at present the Attorney any report has been made to Douglas, assistant engineers were doing their duty greater watchfulness. The last set of better pay him and let him go. The de- to carry steam; If they had known that the General had only the depositions, it was Lapraik & Co. Assuming the boilers to be properly. The chief engineer gave them boilers of the Yesso was a little over three fendant thereupon struck the chair-coolie, probability was there would be an explo- perhaps impossible for him to give such in a defective state and the safety valve all the orders of their work. If any of the years old. I know the use required of the particulars, but he could do so when he had improperly weighted, I have no means of engineers should complain to me in refer. Yesso's boilers, and I should think they knowing these facts except through the ence to their duties in the engine room, I ought to be examined carefully once in six His Lordsbip said he had power to order | engineers. None of the other engineers | should have referred them to the Chief months. The looking after the boilers made any report whatever to me. The Engineer, in the same way if they reported should be the duty of the subordinate en-Mr Francis said that if His Lordship Chief Engineer kept no regular watch, but to me any defects in the engines or machi- gineers under the superintendence of the fendant had behaved in a very insolent man- this case they did not go to that extent; | would pardon him for a moment, he desired | the 2nd and 3rd did. They kept watch | nery, I should have spoken to the Chief En- | chief engineer. When there are three enner to the Inspector. Fined \$5 and to pay all they charged them with was this oulp- to call attention to the local ordinance alternately for six hours each. The Chief gineers, Fined \$5 and to pay all they charged them with was this oulp- to call attention to the 3rd

The Court was then adjourned till 2 boilers, the 2nd engineer the machinery.

When the Court resumed, Mr A. 7 Manger was examined. He is the managing partner of the firm of Messrs Douglas accident of this nature, and he had no tion of the witnesses, and to enable them in the strict performance of their duty. Lapraik & Co. There were no printed or written regulations as to the duties of the officers belonging to the Company's steamers. There was no rule as to periodical examinations of the boilers other than by the engineers. The chief engineers were relied upon for the work. If repairs were wanted, the chief engineer of a vessel would report either through the Captain or direct to the office. He was supposed always to have the boilers and machinery under his supervision, and was held responsible for any repairs that might be required. The 2nd and 3rd engineers were entirely under the control of the chief engineer and their duties were not directed from the office of the Company. No report as to the state of the steamer Yesso's boilers had ever been made to the witness, and he had nothing to lead him to suppose that they were defective. The Chief Engineer of the Yesso (the 1st prisoner) received a higher rate of pay than the chief engineer of other steamers belonging to the Company, and he was supposed to have a particular acquaintance with the class of machinery such as that on board the Yesso. If any report that repairs were necessary to the Yesso's muchinery had been made, there would have been no difficulty in having them executed. The Chief Engineer (the 1st prisoner) had always borne an excellent character.

> Cross-examined by Mr Hayllar:-The engines had always been kept in good order. By Mr Francis:—There had been no complaint about the 2nd prisoner (the 8rd engineer). Neither the 2nd or 8rd engineer had the right to incur any expense on their own responsibility on repairs. There had been no report made to witness as to the vessel having had to be worked with one boiler in consequence of the other having been out of order. It was nobody's duty in particular to look at the engineer's log. It was kept on board. The reports were extracts from the log, and witness looked at them.

Mr Wm. Young Hunter, the first officer, was called and gave corroborative evidence. Tsang A-yun, the brother of the man killed. Tsang A-sam, was called to identify the deceased. Witness and he came down from Swatow to go to Singapore, and witness was the person who had had the involuntary airy flight from the hatch of the forehold to the upper deck through the forward sky-light of the Yesso at the time

Mahomed Drice, serang on board, was conceived ideas they might have had, and fall within that ordinary reasonable care and Directly after them, came a lot of men of those killed, and the only Malay on board. Dr Ayres, Colonial Surgeon, was called to prove the admissions of the dead and wounded into the Hospitals and Mortuary.

Several witnesses, such as Dr Adams, and a Chinese doctor in the Chinese Hospital, were not examined, although their names appeared on the depositions. One seaman named Lam A-kwai was absent and his evidence taken in the Police Court was read and put in the counsel for both prisoners not objecting, and the Attorney General proving the man's absence. Mr D. Gillies was called:-I am an en-

The Attorney General said he imagined The steam forced up the batches of the Mr Robb and myself made a survey of the these were questions for the Jury; the forehold and so got to the passengers' quar- starboard boiler. I prepared a plan of the point was whether the men discharged their | ters in the fore between decks. I attribute | boiler from this survey (produced). It shows the accident to there being too much pres- the upper plate of the forward end of the His Lordship said that if necessary they sure of steam in the boller; the plate starboard boiler that has been torn off. The at the exploded part was not able to sus- boiler was supported by eight gusset stays. Mr Francis: I should like it to be under. tain the pressure. I observed the gusset Two of the stays were not present after the stood that I wish solely to reserve my right stays at the time but did not examine explosion, the two outer ones, one on each them. I gave orders that nothing should side. I found the other gussets considera-I do not ask for amendment of particulars; be touched until it could be examined. bly wasted or corroded away, I mean that Nothing was touched until after the survey | part which should have adhered to the purpose of reserving the right to arrest by Mr Robb, and Mr Gillies, and after the langled irons. I found the gusset stays of view by the Coroner's Jury. The gauges | various thicknesses; the two centre ones were afterwards taken off by Mr Baille. were attached, the rest had parted away. I saw one range of the gusset stays was The cohesion in the two centre ones was corroded, but Mr Robb and Mr Gillies about 4th of an inch. The other four apwould know more about it than I do. peared to be separate altogether. The two centre gueset stays would have been of some I knew Mahomed Esop, he was one of the crew, a sort of storekeeper. He was little service in sustaining the boiler plate, but the other stays were not. The upper end was about iths inch thick each; all Credits, engines of the Yesso were of American con. | the stays were of the same breadth but difthe ordinary duties of engineers on board struction, so were the original boilers, fered in length. (One of the gusset stays in Bombay, demand Rupees, ... 225 a steamer. The Yesso is a British steamer The exploded boilers were similar to them, Court was shewn witness). The wasting and is registered in the name of Mr J. S. but there was some difference. Mr Gillies away of these gusset stays is caused by Shanghai, demand, 712 Lapraik. The managers of her here are would know that difference. The old boilers | chemical and mechanical action; it is caused Messrs Douglas, Lapraik & Co. I have had been in use for about 9 years; they by corrosion. It is well known that corrobeen ashore for about three years, and have had a rather extensive repair. The super- sion does set in. I have seen gusset stays Sycee, been engaged; in bringing a vessel out, heater was renewed and the bottom of the in smaller boilers, never in such a large While I was ashore, I was Marine Superin. boiler. The superheater is subject to the boiler. I have seen them in boilers of the kind, like any other person undertaking to been available in arrest of judgment, but there tendent to Messrs Douglas, Lapraik & Co. influence of the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. In large boilers the Hongkong Bank, 59 % premium to the smoke, and the boiler to diameter of 6 feet. perform responsible duties, is supposed was a local ordinance which said that no The Yesso trades between the Coast ports water. The superheater and the bottom stays are longitudinal. Without the stays, Union Ins. Society of Canton, \$1,100 to bring to the performance of his objections of this nature should be taken, of Ch.na. She has three deck officers and of the boiler gave way first in the old the plates are capable of resisting some preduties a reasonable amount of skill,— whether formal or substantial, unless at three engineers. The last boilers were put in boilers. The same until the sure. When new, the plates, without the Chinese Insurance Co., \$265 just in the same way as a man who holds tention had been called to them during the in the early part of 1864 by the Hongkong boilers were renewed. The stays them stays, could resist 20 lbs, steam; in the Yangtane Ing. Assoc, The 650 binnels up to be a Deston and a mamber of the total but it are the total but it are to be a Deston and a mamber of the best and a mamber of the Deston and a mamber of the himself up to be a Doctor and a member of course of the trial, but it came within His and Whampos Dock Company. The Chief were in a state of general decay. They state they were at the time of the explosion, North China Inc. Co., The Chief were in a state of general decay. They state they were at the time of the explosion, North China Inc. Co., The Chief were in a state of general decay. They state they were at the time of the explosion, North China Inc. Co., The Chief were in a state of general decay. the College of Surgeons, or a physician, or Lordship's power to amend if he thought Engineer (1st prisoner) came out with the were past repair. The let prisoner had they could stand safely 7 or 8 lbs. I pro- H.K. Fire Ins. Co., 1685 anything of that sort, is supposed to have a fit. He now called attention to this point, steamer from New York in 1804; has been charge of the engines and mathinery prereasonable knowledge of his profession; so that if His Lordship thought fit the in- Chief Engineer since. He was in her when cisely the same as before the boilers were to the state of the boilers. The correand if through gross ignorance he causes the formation might be amended and in order the boilers were put in ; be superintended renewed. The boilers were made under slich, I should think, would commence, death of any person, he is liable to be tried to enable him to arrest judgment subset the placing in of the boilers. I mean that the superintendence of Mr Brockatt, the when the boilers were first used, in he did not superintend the building of engineer of the Dock Company. Mr that particular part of the boilers. had undertaken to bring a ressonable The Attorney General said he had const- them. I knew he was there when the Brockett had a good reputation. They The corresion would be visible to the eye, or amount of skill to bear upon the perform dered the point before drawing the indict- boilers were tested before they were put on were built in Whampon. The instructions open to detection by hammering on the ance of his duties. So also it is the duty ment, and viewing the law at Home in board on the premises of the Hongkong were that the boilers should be made exactly plates. Corrosion takes the shape of scale, of a person accepting the position of an connection with the local ordinance he did and Whampos Dock Company at Wham- as the old ones. I believe the guesat stays and comes off as the hammer strikes it. engineer to give a reasonable amount of not think it necessary to state more in the pos. I was not present. Whilst the in the new bollers were not the same. It The scale is caused by the oxide of iron and attention to his duties in addition to that indictment than he had done. In angland boilers were being made, the Yesso con- is entirely at the distretion of the Chief chloride of lime. Every time the crust reasonable amount of skill; and reasonable it was not necessary for a duty to be stated tinued to run with her old boilers. The Engineer to examine the boilers. I cannot (or scale) comes off, the plate becomes thinattention to their duties could not, in the which the prisoner was charged with omitt- 1st prisoner was Chief Engineer them say whether he had gotte inside them her; sometimes the tortion and expansion of condition in which these boilers and safety log, it was sufficient to charge the act of man. There was no special agreement with him, to inspect, but I knew he had inspect. the iron would cause the crust to fall off. valve were, have been given by the engle slaughter-killing and alaying, and he cone nor with the 8rd Engineer. They only ed them. They were not ex-mined I have carefully examined the part blown heers collectively on board the Kesso. The tended that the local ordinance, No. 2 of signed the articles. The pay of the Chief by any expert besides the en inters. Off: I saw it on board. There was only a god Engineer, had, as they were doubt ess 1869, enabled them to follow the English Engineer was \$200 a month with boarding Tuers is no Government regulation small portion of the guest stays remaining aware, died from the injuries received on practice. On consideration he did not and lodging; that of the 2nd was \$80; as to imspection, the sole responsition in it. It corresponded with the other porthe operation; and he could not therefore be think it necessary to insert, what would he had a special agreement; the third \$75 sibility therefore rests on the engineers. It is very brought before them. The Chief and 3rd have been inserted in accordance with the a month. The 2od and 3rd had a mess There exists a government inspection class difficult to say how long the stays have Mingineers, however, were brought before old practice, namely, the particular duty sllowance of \$1 a day. The duty of the where. The new bollers were tested up to remained in that state. When corresion them as the responsible parties in the which the party was charged with having Chief Engineer is to superintend the whole 40 lbs. steam. The paper produced is a once sets in it proceeds more rapidly in matter, and it was for them to say, omitted or neglected to perform. The part department, to keep the machinery and return of the pressure of steam; the inac- its later ravages. The gusset stays are

tion of the boiler could be made by hamengineer the duty of looking after the The Attorney General asked that assuming the stays to be in the state they were.

whother it was the duty of any body to have Both Mr Hayllar and Mr Francis objected

that this was a question for the Jury to

The Attorney General submitted that this was a question of opinion from an expert. The A. G. modified his question and asked if the boilers had been carefully examined. the state of the gusset stays could have been discovered.

Witness said they could, if the stays had been severed at the time of examination, and the examination a careful one. It is the duty of an engineer to make a careful examination. It is the duty of the chief engineer to see that a careful examination should have been made at least once in six months to detect corrosion. About the 27th Nov. I had to make another survey in conjunction with Mr Robb, and I examined the whole boiler. We did not examine the state of the safety valve. If the safety valve had been weighted to 30 lbs., it would have been by far too much for the boilers. Looking at the state of the stays and the age of the boilers, it would be only safe to have weighted the safety valve at 7 or 8 lbs. Independent of the state of the stays, i.e., supposing the stays were all sound, it would have been only safe to have weighted the safety valve at 25 lbs., having regard to the age of the boilers. It is the duty of the chief engineer to see that the safety valve is properly weighted. I have examined the steam gauges; one of them was incorrect. It indicated 21 to 3 lbs. when there was no pressure whatever. This was the one, I believe attached to the engines. The mercurial gauges are best as test gauges, and are not much used on board English steamers. When I made the second examination on the 27th, I went into the starboard boiler. I could easily get at the gusset stays. There was room for a man to move easily on his hands and knees. There was no difficulty for any one to make an examination of the stays with the aid of a light. The starboard boiler was in a very good condition with the exception of the plate blown off and the stays. We examined the port boiler as well. It was constructed in the same manner as the starboard boiler and strengthened in the same way. I found no difficulty in examining the stays; there was difficulty in hammering them, the space between being so small at the ends; you could only feel them with the hand. I found these stays a good deal corroded, and two of them separated. The thickness of the other stays had been reduced from to a of an inch. The upper part seemed to be in their original thickness of an inch. We examined all the accessible parts of the port. boiler, and found some few defeats of a minor character. The port boiler was capable of carrying about 15 lbs. pressure, and was in a better condition than the starboard boiler. The strength of a boiler depends on its construction and on the material with which it is constructed. The strength of a boiler ranges from 80 lbs. to 10 lbs. The explosion was caused by the plates not being able to stand the pressure, and its inability to do so was caused by corrosion. The state of the plates could have been discovered by hammering.

The Court was then adjourned till 10.30 gineer by profession and am secretary to the Hongkong and Whampoa Dock Company.

Quotations. Homekone, January 10, 1878. OPIUM,--New Patna, cash....\$600 credit, ---Old Patna, cash... None-New Benares, cash, 570 Old Benares, cash, None New Malwa, cash, -Taels, ---Allowance Old Malwa, cash, oredit, 700 Allowance Taels, -Exchange.

Bank, on demand, 3/102 80 days' sight, 6 months' sight, 8/112 Documentary, 6months' sight,.. 2/112

Hongkong Gas Co., 875 Hongkong Hotel Oo., \$67 Chinese Imperial Loan, £103;10/

Temperature. (Taken at Musers Faleshor & Co. 's Frances

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1. From Green Island to the Gas Works.

2. From Gas Works to the Novelty Iron Works.

3. From Novelty Iron Works to the Harbour Master's Office.

4. From Harbour Master's to the P. and O. Co.'s Office.



STEAM FOR Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton,

and London, Madras, Calcutts, and

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THE PREINCULAR AND ORIENTAL STRAM at Noon.

For further Particulars, apply to A. LIND, Superintendent. Hongkong, January 7, 1878.

U. S. MAIL LINE,

医克克斯氏管 化氯化二甲 PACIFIC MAIL STRAMBHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAIL WAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PERING will be despatched for San Francisco, via Yokohama, on SATUR-DAY, the 19th January, at Noon, taking Peasengers, and Freight, for Japan, the

United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted England, France, and Germany by all trans-Atlantic lines of Steamers. A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS OF THE ARMY AND NAVY, AND MEMBERS OF THE CIVIL AND

BION. Freight will be received on board until 4 p.m., 18th January. Parcel Packages will be received at the office until 5 p.m. came day; all Parcel Packages should be marked to address in full; value of same

Consular Involces to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage

Company, No. 9, Praya Central. RUSSELL & Co., Agents. Hongkong, December 31, 1877.

and Freight, apply to the Agency of the

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

CENTRAL .

ATLANTIC STEAMERS.

THE S. S. "OCEANIO" will be despatched for San Francisco via Yokohama, on FRIDAY, the 1st February, at 2 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with

Steamers from Shanghal. Freight will be received on Board until p.m. of the 31st January. PAROEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PAS-MAGE TICKETS.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. B. EMORY, Agent.

Hongkong, January 4, 1878.

Intimations.

WONG HING CHEUNG & Co., COAL MERCHANTS. Have always on hand for Sale every description of COAL at Moderate Prices. Mr Anyon has been appointed Manager, and all Orders addressed to him at 57. Prays, or to Mr Far Jack, at 80, Hing Lung Street, will receive immediate atten-

Hongkong, March 19, 1877.

OFFICE OF THE SHANGHAL STEAM NAVIGATION COMPANY, IN LIQUIDATION.

BECOND RETURN of CAPITAL at the Rate of FIVE TABLE per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst. Warranta will be delivered by the Undersigned to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be ULOSED from the 2nd to the 8th Instant, inclusive.

By Order, BUSSELL & Co.,

Intimations.

IN THE GOODS OF GEORGE UNDERHILL SANDS, Deceased.

TOTICE is hereby given that all Cre-OLAIMS or DEMANDS upon or against the Estate of GEORGE UNDERHILL SANDS, late of Victoria, Hongkong, Patent Slip Proprietor and Ship-builder, who died at Victoria aforesaid on the 30th day of October, 1877, and whose Will was duly proved, Probate whereof was granted to WILLIAM HOWELL FORBES, of Victoria aforesaid, Esquire, the Executor therein named by the Supreme Court of Hong-kong, in its Probate Jurisdiction on the 8th day of November, 1877, are hereby required to send, in writing, the particulars of their Claims or Demands to the said WILLIAM HOWELL FORBES at his address aforesaid, or to the Undersigned WILLIAM HENRY BRERETON, the Solicitor of the NAVIGATION COMPANY'S Steam-ship said WILLIAM HOWELL FORBES, at the GEELONG, Captain FRASER, will leave office of the said WM. HENRY BRERETON, this on THURSDAY, the 17th January, 29, Queen's Road, Hongkong, on or before the 1st day of May, 1878.

And notice is hereby given that at the expiration of the last mentioned day, the said WILLIAM HOWELL FORBES will proceed to distribute the assets of the said GEORGE UNDERHILL SANDS amongst the parties entitled thereto, having regard to the Claims of which the said WILLIAM HOWELL FORDES shall then have had notice; and that the said WILLIAM HOWELL FORBES will not be liable for the assets, or any part thereof, so distributed, to any person of whose Claim the said WILLIAM HOWELL FORBES shall not have had notice at the time of the distribution.

Dated this 1st day of January, 1878. WM. H. BRERETON, Solicitor for the said WILLIAM HOWELL FORBES.

IN THE GOODS OF JAMES SMITH FERRIES, Deceased.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "ZEALANDIA," who died at Sea on Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal Estate were duly granted to John Fairbairn, of No. 27 Queen's Road, in the Colony of Hongkong, by the CONSULAR SERVICES IN COMMIS. Supreme Court of Hongkong, in its Protember 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said John FAIRBAIRN at his address aforesaid, or to the Undersigned WILLIAM HENEY BRERETON, the Solicitor of the said John FAIRBAIRN, at the Office of the said WILLIAM HENRY BRERETON, 29 Queen's Road, Hongkong, on or before the 15th day of January, 1878.

And notice is hereby given that at the expiration of the last-mentioned day, the sald John Fairbairn will proceed to disthe Assets of the said James FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed, to any person of whose Claim the said JOHN FAIRBAIRN has not had notice at the time of the distribution.

Dated this 3rd day of October, 1877. WM. H. BRERETON, Solicitor for the said John FAIRBAIRN.

insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE-HONGKONG.

GENCIES at all the Treaty Ports of A China and Jap Saigon and Penang. China and Japan, and at Singapore Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

MO GHARGE FOR POLICY PRES. JAS. B. COUGHTRIE,

Scerciary. Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL, -TWO MILLIONS STEBLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matsheds, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be recelved, and transmitted to the Directors

for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

For Rates of Psemiums, forms of propossis or any other information, apply to ARNHOLD, KARBERG & Co. Agents Hongkong & Canton. Hongkong, January 4, 1867.

> QUEEN FIRE INSURANCE COMPANY.

THE Undereigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia. NORTON & Co.

insurances.

YANGTSZE INSURANCE ASSO-CIATION.

CAPITAL-Fully Paid-up......Tls. 420,000 SPECIAL RESERVE FUNDAMENT

Total Capital and accumula- } Tls. 725,000 tions this date..... Directors:

F. B. FORBES, Esq., Chairman. O. KREBS, Esq. M. W. Boyd, Esq. C. LUCAS, Esq. M. P. Evans, Esq. Secretaries: Mesers, Russell & Co., Shanghal. London Bankers:

Agencies in: Hongkong, London, San Francisco, and the Principal Ports in the East.

Messrs. Baring Brothers & Co.

TOLICIES granted on Marine Risks to all parts of the World, at current Subject to a charge of 12 % for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY, (LIMITED.)

DOLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the nett amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY. TETHE Undersigned, Agents for the above Company, are prepared to grant In surances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Boyal Charter and Special Acts of Parliament.

ESTABLISHED 1809. CAPITAL £2,000,000.

HE Undersigned, Assurs at Hongkon for the above Company, are prepare to grant Policies against FIRE, to the extent of £10,000 on any Building, on Merchandise in the same, at t usual Rates, subject to a discount of Der Cell

GILMAN & Co., Agents. Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS. Directors.

KWOK ACHEONG, Merchant. PANG YIM, Merchant. Ho Sam, of Hop Yik Chan, Merchant. Loo YEE, of the Yee On Hong, Merch LEE SING, of Lal Hing Firm, Merchant. CHEANG SING YEONG, Merchant. CHOY CHAN, Merchant.

Manager-HO AMEI.

DOLICIES against FIRE granted BUILDINGS and on Goods sto therein at CURRENT RATES, subject

DISCOUNT of 20 % on the Premia. OFFICE, 48, Bonham Strand. Hongkong, August 23, 1877.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTS

His Majesty King George The Ib

THE Undersigned having been appole Agents for the above Corporation prepared to grant Insurances as follow Marine Department, Policies at current rates payable a

here, in London or at the principal Ports

of India, China and Australia, Fire Department. Policies issued for long or short periods at current rates. A discount of 20 % allowed.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co, Hongkong, July 25, 1872.

MANOHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company Hongkoug, Canton, Foochow, Shanghal and Hankow, and are prepared to grant Insurances at current rates. HOLLIDAY, WISE & Co.

Hoggkope, Ostober 14, 1869,

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

5. From P. and O. Co.'s Office to Peddar's Whart. 6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to the Pier. 8. From Pler to East Point.

4		ste	*	Flag and	1	Date of	Consignees or Agents.	Destination.	Remarks.
	Vessel's Name.	Anch	Captain.	Řig.	Tons.	Arrival.	Consignees of Agents		K'loon Dock
l 1Bo	nbay	5 c	Briscoe	Brit. Str.	1079	Jan. 2	P. & O. S. N. Co.		Malis.
Ca	moes	2 b	Wharton	Brit. str.	986	Dec. 19	Kwok Acheong Man Hing Chan P. M. S. S. Co.	Y'hama & S. F'cisco	Repairing 19th, noon
Co	ty of Peking	3 b 5 b	Tanner Hamlin	Amer, str. Brit. str.	317	Jan.	Kwong Lee Yuen		13th, daylight
Do Fa	oug las	5 b 6 b	Stopani	Brit. str. Brit. str.	117		H.K. & W'poa Dock Co.		Tug Plying K'loon Dock
H	intshireindostan	. 6 c	Gardner	. Brit. str.	991	Jan.	David Sassoon, Sons & Co. Kwok Acheong	S'pore, Calcutta, &c.	15th, 3 p.m.
I M	einchow	. 5 Ł	Erquiaga	. Span. str.	371	Jan. Oct. 1		*** ***********************************	12th inst. K'loon Dock
I N	ariveles elson anay	. 51	Staples	. Brit. str.	894 500°	Dec. 2 Oct. 3	4 Jardine, Matheson & Co. 0 Remedies & Co.	S'apore and Penang	Sanda' Bllp
3 P.	anay erusia adnorshire	. 3 1	McKirdy	. Bel. sur	. I ZAJINJ.	Nov. 2	4 Olyphant & Co. 6 H. Kiær & Co.	Honolulu & Callao	To-day
· l g,	agnorenite ea Gull In Nanzing		Roberts	.Brit. Sur	. 48	Sept. 1 Dec. 2	9 insurance Company 1 Jardine, Matheson & Co.	Shanghal	K'loon Dock
. I Q:	indhanais	_IK	d Brunet	ifon. bur	1907	Jan.	9 Messageries Maritimes 7 Messageries Maritimes	Shanghai Yokohama	12th, daylight Fo-morrow
լդո	intern Abbey enice	lB]	Tindale	Brit. str	786	Dec.	7 Melchers & Co. 2 Jardine. Matheson & Co.	Saigon S'pore, Calcutta, &c.	15th, 3 p.m.
Y	esso	••	S. Ashton	Brit. Bu	559	Nov.	22 Douglas Lapraik & Co.	Coast Ports	K'loon Dock
' l A	da Wiswell	$\begin{array}{c c} 2 \\ 2 \end{array}$	c Dahl	Ger. bge	3,1 300	Jan.	7 Wm. Pustau & Co.		
A	lden Besse	. 8	Noyes	Amer. bge Brit. bge	e. 407	Nov.	27 Rozario & Co. 26 Douglas Lapraik & Co.	Control of the state of the sta	
A	Iphington	3	Cunningham . Johnson	Brit. bq	e. 657	Dec.	6 Wieler & Co. 8 Borneo Co., Limited	#14114-14111144-141	For Sale Sands' Slip
n A	Ingele	2	b Jessen	Ger bo	e. 447	Jan.		Melbourne & Sydne	
	Annie Lorway	4 2	c Gales	Brit. bg	e, 702 h. 10 53	Jan. Dec.	4 Russell & Co.	Name -1-4	
[III 4 6,	Annie S. Hall	4 7	k Nelson k Wandel	Am.bktin Dan. b	e. 45f g. 26f	Dec.	10 Vogel, Hagedorn & Co. 4 Eduard Schellhass & Co.	Nagasaki	1 * 2 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 *
d	B. F. Watson	8	k Hawkins Haje	Ger. bq	e. 840	Nov.	25 Vogel, Hagedorn & Co. 25 Melchers & Co.	New York	Sands' Slip Cleared
¹⁰ 1	Bianca Pertica Birker	L	c Tangrede	Ital. bg Brit. s	e. 000 h. 100	B Dea.	1) Order	Touron	Vicared
	Brisbane	4	o Hudleston	Brit. og Brit. s	e. 39 h. 1 37	Dec. Oot.	26 Meyer & Co.	London	Wanohai Pla
	Bua Pan	2	h Moller h Lausen	Ger. bo	h, 57 je. 59	0 Dec. 6 Jan.	19 Kin-tye-loong	Bangkok	Oleared
	Carmelita & Ida Ceres	,4	c Specht	Ger, bo	e. 43 e. 42		5 Eduard Schellhaus & Co. 5 Wm. Pustau & Co.	Batavia	
i 1	Charles Moureau Charlotte Andrews	9	k Quatresous	Fch. bg	je. 85 je. 85	Nov.	30 Rozario & Co.		
li.	Charter Oak		c Staples	Amer. a Brit.		8 Oct. 4 Sept.	24 Vogel, Hagedorn & Co. 25 Vogel, Hagedorn & Co.	Honolulu San Francisco	mpt_d To
-	City of Halifax		Chalmers	Brit.	sh. 93	0 Dec. 8 Nov.	7 Arnhold, Karberg & Co.	******************	Wanchai Pi
"	Cresswell		Be White	Amer. B	qe. 4t	i0 Sept. 34 Oct.	30 Wieler & Co.	Bangkok	
-	Dauphin		3 c Lehonnals	Ger. b	ge. 83	18 Jan. 36 Jan.			cup
	Echo		Tozer	Ger. b	qe. 3	59 Dec. 38 Jan.	6 Wm. Pustau & Co.	Amoy	Wanchai Pi
	Falcon	••••	8 k Barry 7 c Westergaard	Brit. b	ãe.	Dec.	26 Arnhold, Karberg & Co.		0 - 1.1 011-
	Flodden		R k Schweer	Ger. Sw.	qe. 3	87 Nov. 82 Nov.	80 Wieler & Co. 19 Melchers & Co.	*********	Sandr Slip
	Fortune	****	2 h Petterson 4 k Romney	Brit. b	ge. 3	49 Dec. 15 Jan.	8 Wm. Pustau & Co.		
İ	Glamorganshire		4 c McEachern 3 h Lang	Brit. b	ige, 4	56 Dec. 72 Dεc.	22 Chinese		
	Glory	* * * 1 =	2 h Thompson .	Siam. I	BU.] O	60 Nov. 56 Dec.	22 Meyer & Co.		
gro red	Great Admiral		R Allhomoton	Amer.	BD. 10	76 Aug. 72 Dec.	TI ALTOTOT ON MOS	Manila	
the	Hermann		4 c Pens	Ger.	oqe, 3	53 Dec. 30 Dec.	17 Eduard Schellhass & Co.		
the 20	lonian		3 clove	Rues.	sh. 18	65 Dec.	20 Landstein & Co.		
+9	Jessie Jamieson	. p. 4. 50 c	8 c West	Brit. Am. 3m	oge, t	04 Dec. 42 Dec.	18 Butterfield & Swire		
	Jurgen Kate Waters		4 c Windt 4 k Glese	Brit.	ode (580 Dec.	3 Rozario & Co.	Hamburg	
	Marie	****	4 b Burmeister	Fch.	bqe.	1	5 Carlowitz & Co.	Dunedin (N.Z.)	
OK	Marie Louise	****	3 k Guilboux	Feb. Am. 311	1. BC. 7	125 Nov 266 Dec.	23 Vegel, Hagedorn & Co.	New York London	
	May Queen	1 * 4 * *	4 c Prior	Brit.	nge. Lac. (704 [T.CC	7 Captain	NevacyVIII	
	Morning Star	****	2 h Michaelsen	nGer.	bge,	920 Dec	29 Melchers & Co. 6 Chinese	Manila	
	Norseman	****	1 h Tarok	Brit.	bqe.		6 Wieler & Co.	London & Haml	bure
	Oneida		k L110TB	U	$\mathbf{D}\mathbf{g}_{+}$	276 Dec 311 Dec	, 17 Eduard Schellhass & Co		
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it.	Quickstep R. C. Rickmers Rapid		7 o Stolt	innin Gera	Pue T	429 Jan	5 Tek-mee Hop-kee		
:			10	II +Ω7	sh i	075 Dec	23 Adamson, Bell & Co.		
. •	Salisbury Samos Sophie D.	·	4 h Bryant	AMer.	bae.	768 Dec	5 Landstein & Co.	New York	
d or tored	St Advesse		4 c Leroy	assatis DOBs	pyu,	622 No 286 No	v. 22 Carlowitz & Co. v. 26 Carlowitz & Co.	San Francisco	
ot to	Ste. Anne St. Ideuc Sully		7 A Durand	LAIDAN DOR	DUU	388 Jar 387 Jar	d Carlowitz & Co.		
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au2	Thom Kramom		IX o VOTTATA		DOD:1	474 J.	1. 5 Siemssen & Co. 0. 80 Captail	Bangkok	12th inst
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l d	Vesta Viscount W. Duf		4 k Wright	Brit. 8	m.so.	289 No 534 De	v. 11 Brrnso Co., Limited	Triesta Quinhon	
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	WHAMPO	.				592 De	c. 26 Arnhold, Karberg & C		
irsi,	G. H. Wuppuus	• • • • • • • • • • • • • • • • • • •	Diedrichs	en Ger.	bge. sh.	538 De 843 De	o. 27 Carlowitz & Co.		
	Kronprindsessen Nimrod) 19464	Нарвеп .	Dan. Brit.	bqe.	695 Ja	'TEste Tuallat are selected to a late of the contract of the		
inte n ar	d Chefoo	() () ()	Williams.	Brit.	etr	684 Ja 648 Ja	n. 5 Butterfield & Swire n. 8 Siemssen & Co.	Shanghai	
W#:-	- China		Ackerman	in Ger. Ohi.	str.	882 Ja 920 Ja	n. 80, M. S. N. Co.	Shanghai Shanghai	
eithe Por	bayewii		Oroad	Brit.	str.	682 Ja			

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor-	Flag.	Class	Tone.	Guns.	Н. Р.	Date of Arrival.	Commander.
Lapwing	6 h 6 h 6 h 6 h 6 o 6 o	French British Chinese Chinese French British British British British French	iron-clad iron-clad (flag-ship) gunboat gunboat man-vi-waf gun Vessel gun Vessel gun vessel gun vessel gun vessel	3389 6034 80 800 800 774 464 464 774 1246 2591	12 14 8 4 4 3	450 800 20 160 120 120 160	Jan. 8 Dec. 10 Jan. 10 Jan. 10 Dec. 17 Dec. 11 Nov. 20 Dec. 19 Dec. 9 Jan. 5	Caillet F. Durrant E. F. Colling Les Tack Ming Dumas-Venis E. J. Church M. McNeile O. E. D. Willook W. G. Scott M. Galache
Nassan	6 h	British British British British	military hospital surveying vessel gun vessel Commodore's flag-ship	877 408	14 14	150 60	Dec. 6 Nov. 80	R. H. Napier O. P. Tudor Commodore Watson

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